

## Commerce and Trade IGA – Expanded Vote Tally

# OF VOTES	ISSUES
5	Manufacturing, agriculture, and tourism are highly dependent on the maintenance, expansion, and coordination of our transportation systems (highway, rail, air, and water).
0	Lack of infrastructure capacity for free flow of goods; i.e., border congestion, grade separations, additional border crossings, etc.
1	There is a need for improved connectivity for all modes.
1	Need to examine public/private responsibilities for funding and maintaining the transportation system.
0	Security issues pervade all forms of transportation.
1	Improving border crossing capability is an immediate issue for economic survival of Michigan and the rest of the country.
0	Need to look at both public and private sector in regard to border crossing; e.g., drivers being prepared at crossings; bridge authorities have technology to speed up the process, but haven't advertised it adequately. Using the technology is not mandatory.
0	Michigan's peninsular geography poses unique challenges to trade and commerce.
2	Conflict between the expansion of capacity to accommodate economic growth and the community that hosts the infrastructure.
7	Federal dollars should adequately account for international trade volumes between Michigan and Ontario in addition to fuel tax funding sources.
1	Michigan is not making best use of its Maritime assets for commerce, trade, and tourism.
4	Lack of public understanding regarding commerce and trade and the importance to support the necessary infrastructure, as well as costs and benefits. Public education on the importance of trade.
2	Need to look at connectivity and capacity to all Michigan borders and all modes of transportation.
1	Congestion is resulting in the lack of ability to maintain the competitive advantage and trucking commerce and trade in addition to being a detriment to the quality of life.
4	Commerce and trade should more fully utilize all forms of transportation (air, water, rail) to relieve highway congestion.
2	Any future boarder crossings need to facilitate employment, recreation, and transit issues.
2	Non-motorized transportation as a critical element of transportation system to support tourism.

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# OF VOTES	GOALS
1	Improve and expand the border crossing between Michigan and Canada.
3	Increase capacity and efficiency of transportation infrastructure to enhance movement of goods and materials.
1	Use public funds or incentives to stimulate private/public partnerships when public benefits can be demonstrated.
2	Consider manufacturing, agriculture, and tourism as key customers for Michigan's transportation system.
0	Focus on alternatives to resolve the invasive species issue in Michigan waters.
1	Increase intermodal in Michigan's transportation mix.
1	Preserve our existing general aviation airports.
1	Attract new business and investment to the region.
2	We need a coordinating agency over border crossings which includes a port authority, customs, and DOT.
1	Recognize the importance of consumer spending as a critical element of investment in the economy, tourism being a major component. Investment infrastructure should recognize this component.
2	Work toward open borders with Canada like European union.
7	Decrease congestion by increasing capacity and efficiency for all modes of transportation infrastructure, while respecting the surrounding communities and the environment.
5	Improve the flow of goods through customs by applying necessary human and technical resources, both federal and state, to improve mobility at border crossings.
2	Educate the public on how commerce and trade and the available infrastructure impact them directly.
3	Identify specific locations in the state of Michigan where transportation constraints affect commerce, trade, and tourism.
1	Match transportation investment with Governor Granholm's emphasis on revitalization of cities and anti-sprawl.

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# OF VOTES	ACTIONS
5	Examine use of technology at border crossings to reduce delays and form a working group for that task from the stakeholders. Conduct inspections of cars, trains, and trucks at locations other than directly at the borders (an off-site inspection).
1	Examine impacts on futuristic travel modes and movement of commerce.
1	Develop statewide strategic highway/rail grade separation program and ways to fund it.
0	Work with other modes of transportation, besides shipping, to resolve the invasive species issue.
3	Continue to pursue congestion relief in addition to maintenance projects.
0	Develop a list of at risk general aviation airports and strategies for keeping them open.
0	Work with the short line railroads to address 260,000 pound rail cars impact on railroad bridges.
0	Railroads work with state and local units of government with the disposition of abandoned railroad right-of-way.
6	Continue to expand the use of technology to improve operations and reduce delays across all modes.
1	Increase revenue through diesel tax equity for Michigan.
3	Develop campaign to educate the public on the importance of commerce and trade and insuring the necessary infrastructure is available.
1	Establish additional ports of entry statewide to improve capacity and flow of goods, including pre-inspection and preprocessing.
4	Tie border crossing funding to the value of trade at the border crossing.
1	Formalize a process to elicit input from private sector in making transportation funding allocation decisions.
2	Increase diesel tax to commensurate with gasoline tax.
2	Implement the coordinating agency at the border crossing.
3	Position Michigan to aggressively compete with other states for border crossing siting and funding.